

F/A-18 INTERCEPTOR

(Dox page according to original book)

Contents

Overview.....	1
Getting Started.....	1
How to use the F/A-18 Flight Computer (a/k/a "code sheet, if yers aint cracked!...)	2
Aircraft Reference.....	3
Joystick Control.....	3
Aircraft Controls.....	3
Simulation Controls.....	5
View Controls.....	5
ECM (electronic countermeasures).....	6
Available Weapons.....	6
Flight.....	6
Demonstration Flight.....	7
Free Flight, no enemies.....	11
Training, demo of maneuvers.....	11
Training, practice maneuvers.....	12
Qualification.....	13
Next Active Advanced Mission.....	13
Selectable Missions.....	15
Your Current Flight Log.....	15
Tips from a Combat Veteran.....	16
Appendix A - Aircraft Specifications.....	18

=====

-Overview-

F/A-18 Interceptor tests your air combat ability, as you fly a super-modern jet fighter against destruction-seeking intruders. The action unfolds in a realistic flight environment; you skim over the bay, soar above the San Francisco peninsula, and perform maneuvers above the Pacific Ocean. You look out from the cockpit of a Navy F/A-18 Hornet or an Air Force F-16 Flying Falcon.

Read the Getting Started section to begin play, and study the Aircraft Reference section to become familiar with the joystick and keyboard controls for F/A-18 Interceptor. The cockpit and controls are the same for both the F-16 and F/A-18. After you've seen the demo flight, and have flown in free flight, you practice the training maneuvers vital to successful combat. You'll qualify for active duty, practice selected combat missions, then fly in actual combat against the intruders.

-Getting Started-

You can play Interceptor on an Amiga 500, 1000 or 2000. Before you begin, write protect your disk then make a playing copy of the diskette. You can play Interceptor using the keyboard or joystick.

Note on memory: F/A-18 Interceptor requires at least 512K bytes of memory (if your computer has 512K, you should disconnect your external drive to receive improved sound. Sheeyut...). Its recommended that you have a color RGB monitor and one megabyte of memory to maximize sound capabilities, as well as to view the demo flight in full.

To get started:

1. Turn on your computer and monitor.
2. Plug your mouse in port one, and your joystick in port two.
3. Insert your playing copy. Double click the icons...
4. The title screen and credits appear; when prompted, enter a callsign to enlist in a full Tour of Duty. Then press RETURN (see note below).
5. When the mission selection screen appears, press the number of the option you want to begin play.

-1-

=====

Note: When you write-enable your disk, "R" for Rookie appears as the current callsign. The Rookie is a pilot who has successfully completed the first three F/A-18 Interceptor missions; using the "R" callsign thus lets you select from a wider variety of missions right away. If you wish to use your own callsign (thus permanently erasing the Rookie) you must select "8" ("your current flight log"), then reset the log by pressing SHIFT-2. Now press 1 to update the log to disk. An message appears requesting you to enter your own callsign. You may opt NOT to enlist for a Tour of Duty. However you must still pass Qualification in order to fly combat missions.

How to Use the F/A-18 Flight Computer

---get the CRACKED version of Interceptor instead!-----

-2-

=====

= AIRCRAFT REFERENCE =

When you take to the air, you fly one of two intercept aircraft - either the General Dynamics F-16 Fighting Falcon or the F/A-18 Hornet. In your capable hands, the Falcon and the Hornet are both weapon and shield. Please refer to Appendix A - Aircraft Specifications, for more information on both aircraft.

Joystick Control

You control your plane in flight by using the keyboard, or a joystick. Take control of the joystick when your plane is taxiing off down the runway on takeoff. Once you have achieved takeoff of about 200 knots, pull back on the joystick and take to the air. In flight, move your joystick in the direction you want your aircraft to fly. The joystick's fire button fires the selected weapon against the selected target., and triggers the instructor's next maneuver in Training Missions.

Aircraft Controls

Familiarity of the cockpit controls of both the F-16 Falcon and the F/A-18

Hornet is important to the F/A-18 Interceptor pilot. Prominent features of the cockpit are the HUD (heads up display) system, the radar and weapons systems, and the fuel, altitude and airspeed indicators. The HUD, which appears on the canopy above the control panel, includes a target designator, missile-aiming reticle, gun-boresight line, weapon-select indicator, target-in-range, target lock-on, and a G-meter (load measurement). Refer to the HUD illustrations on page 10 to familiarize yourself with these features.

Note: Refer to the illustrations of the cockpit control panel and the keyboard when reviewing this list of controls:

F1 - F10 ----- Thrust. Control throttle in 10% increments.
Note: Pressing F1 twice shuts down the engine if you are at settings above 10%. Pressing F10 twice turns on the afterburner if you are at 100% throttle.

= key ----- Thrust. Increases throttle by one step.

- key ----- Thrust. Decreases throttle by one step.

-3-

```
=====
BACKSPACE ----- Brakes. Puts on speed brakes or ground brakes
                    (depending on your location). The "Brakes" indicator
                    on left side of control panel lights up when you put
                    the brakes on.

, ----- Rudder control. Left Rudder, turns left ("yaws").
. ----- Rudder control. Right Rudder, turns right ("yaws").
Cursor Keys ----- Aircraft movement. The UP arrow pitches the nose down,
                    the down arrow pitches the nose UP, the LEFT arrow
                    rolls it left, and the RIGHT arrow rolls it right.

G ----- Gear. Raises or lowers the landing gear.
A ----- Arrestor hook. Extends arrestor hook on F/A-18 for
                    carrier landings.
H ----- HUD. Turns HUD display on/off. All displays except that
                    for a selected weapon disappear when you deactivate the
                    HUD, and return when you re-select it.
J ----- ECM jammer. Turns ECM (electronic countermeasures)
                    on/off. "ECM" on the right side panel lights up when
                    you select it.
C ----- Chaff. Dispenses rapid-bloom chaff to jam an enemy
                    aircraft's surveillance system, as well as radar-
                    homing missiles.
F ----- Flare. Dispenses an infra-red flare to draw IR-guided
                    missile away from your aircraft.
M ----- Map. Displays map of airspace and your location on the
                    HSI ( horizontal situation indicator).
R ----- Range. Controls radar resolution (2, 10 or 40 miles).
T ----- Target Select. Selects radar contact as a target.
                    Toggle through available targets by pressing T
                    repeatedly.

RETURN ----- Weapon Select. Press repeatedly to toggle through
                    available weapons. The weapon selected is highlighted
                    by a red bar in the weapons window in control panel.

SPACE BAR ----- Fires weapon. Fires active weapon at selected target.
Shift-F ----- Dispenses rescue pods. Releases rescue pods in some
```

missions.
Shift-E ----- Eject. Press to eject from a doomed aircraft.

-4-

=====

-Simulation Controls-

P ----- Pause on/ off.
ESCAPE ----- Reset Mission. Returns you to the start of the current mission.
Shift-Escape ----- Exit Current Mission. Returns you to Mission Select screen.

-View Controls-

Keypad Enter ----- Switches viewing mode from first-person perspective inside cockpit to third-person perspective outside cockpit; press ENTER again to re-enter cockpit. Press ENTER to skip through the "zoom down" that follows your selection of any oof the scenarios; you'll go straight to the cockpit.
Shift-Enter ----- Takes you to the control tower nearest your starting location.
[] ----- Zoom. Left bracket zooms out, right zooms in.

-The following keys on the numeric keypad function when your view is from INSIDE the plane:-

4 ----- Moves your head to the left.
6 ----- Moves your head to the right.
5 ----- Locks your head in present position.
2 ----- Turns your head around for backward view (checks your "6").
1 ----- Straight-down view.
7 ----- Straight-up view.
8 ----- Returns you to forward view (shortcut).

Note: The program automatically returns you to the forward view after 4 seconds. To prevent this, press 5 (see above) to remain in the pilot viewing mode that you have selected.

When you press ENTER, the view mode numeric keypad remains inoperative. However, the view each number gives is the position of the viewer outside the aircraft. Scroll through the numbers on the keypad to view your plane in flight from the different possible angles, then press ENTER again to return to the cockpit view. Note: In addition to the 7 keys mentioned above, the 3 and 9 keys are operative when you're viewing the plane from the outside views (the 5 key now shows you a view of the aircraft from directly above). In addition, the decimal point gives you a beneath-the-plane view.

-5-

=====

-ECM (Electronic CounterMeasures)-

You can use ECM to foul an enemy's radar, avoid detection, and deflect an incoming attack. ECM has both an active form, like jamming the enemy's radar electronically, and a passive form, like dropping chaff, composed of small

lengths of wire or foil. Chaff acts as a signal decoy, confusing the tracker's radar. --- even causing missile guidance on the wrong target. When a pilot faces an impending attack, he will often employ ECM and perform an evasive maneuver simultaneously.

Both the F-16 and F/A-18 Hornet are fitted with standard ECM pods. There is an ECM indicator on the right side of your cockpit panel. It is highlighted in yellow when your ECM pod is active. Using ECM reduces the range and effectiveness of enemy missiles, but also provides a beacon to your current position.

-Available Weapons-

Each aircraft boasts medium and short range missiles, plus a short range cannon. The AIM-120A AMRAAM is the medium range missile on each aircraft; it is a highly accurate "fire and forget" weapon. The AMRAAM has an effective range of over 30 miles; its guidance system keeps it on a strapdown, inertial course until it approaches the target. Then the AMRAAM activates a small active seeker in its nose as it homes in on the target.

The short range missile available to the F/A-18 Interceptor pilot is the AIM-9L Sidewinder anti-aircraft missile. The Sidewinder has a range of 11 miles, and reaches a speed of Mach 3. A pilot maneuvering at 6g can still release a Sidewinder toward its target; the Sidewinder can be released when the attack craft is as close as 1000 feet. The AIM-9 performs best when it is launched from astern at a glowing afterburner, but its "all-angle" capability allows launch at head-on targets as well.

The close range cannon is the GE-M61, a 20mm cannon that fires 570 rounds at 6000 rounds per minute. In the modern era, a close range gun is most valuable in the midst of a close-quarters dogfight.

-Flight-

Now that you've completed your brief check-out of each aircraft, you're ready to solo. Your departure point is always the Mission Selection screen, where you choose the flight option that's right for you. Select Demonstration Flight and become familiar with the basic mechanics of flight from a passenger's point of view -- and some of the key landmarks of the San Francisco bay area.

-6-

=====

Select Free Flight a few times if you are a beginner to get the feel of the airplanes, then select Training: Demo of Maneuvers, to get acquainted with the basic combat maneuvers.. To practice the maneuvers behind an expert instructor flying an F-16, select Training: Practice Maneuvers, and go through the maneuvers (descriptions of each are found below). Select Qualification to qualify for combat; now go on to the Next Active Advanced Mission, where you are dispatched on active status to face one of six missions. As you complete them, you can relive past glories by selecting a previously completed mission in Selectable Missions.

-Demonstration Flight-

After you select the Demonstration Flight (enter 1 at Mission Selection screen), you zoom in to the carrier Enterprise (CVN 65). You watch as the Navy's workhorse takes off from the carrier deck, with its afterburners alight. When you select the demo, you cannot take control of the plane. The demo gives you a brief taste of flight, then lands at Alameda Naval Air Station. The demo repeats; to exit to Mission Selection, press Shift-Escape. When you're ready to take control of the aircraft, go on to Free Flight.

-7-

=====
>>> pages 8, 9 and 10 are pix of the jets and HUD displays. For the HUD displays, or at least, crude facsimiles, see end of this doc file. <<<

=====
-Free Flight, No Enemy Confrontation-

Free Flight, No Enemy Confrontation is the perfect opportunity to become familiar with the skills of flight that build a combat pilot's base of experience. Once you select Free Flight, select your starting location choosing between San Francisco International (1), Alameda Naval Air Station (2), Moffett Field Naval Air Station (3), and an aircraft carrier off the coast of San Francisco (4). You choose to fly either the F/A-18 Hornet or the F-16 Falcon (if you select the carrier as your starting location you are assigned an F/A-18 automatically). Watch as the view zooms in to your aircraft in takeoff position, then check your control panel and verify that all systems are "go". To take off, just press F10 to increase your throttle to "military power". Once your airspeed reaches 200 knots, pull back on the joystick to lift off.

In Free Flight, you face no enemies, and have no aerial targets to sight on; however, you can explore the possibilities of flight, practice take-offs, and familiarize yourself with the control systems and flight characteristics of your aircraft. Free Flight also lets you in on the sounds of flight -- the roar of take-off as you accelerate, the whine of your landing gear as it is raised, the kick of supersonic flight as you light the afterburners.

Note: If you should crash in any of the F/A-18 Interceptor missions, you are returned to your starting position, in position to take off again. However, if you are enrolled in a Tour of Duty, crashing means you won't gain mission completion credit in your flight log (see Your Current Flight Log, below).

-Training: Demo of Maneuvers-

In Training: Demo of Maneuvers, you ride as a passenger, as a flight instructor performs a sequence of basic flight maneuvers. After you select the Training Demo from the Mission Selection screen, you'll be airborne, ready to watch the first of seven maneuvers. The pilot flies at 80% thrust throughout the demo; he may climb to altitudes above 14000 feet, and fly as fast as 650 knots.

As a passenger, you have no control of the aircraft. However, to skip any maneuver,, or to interrupt a maneuver in progress and select the next in sequence, press RETURN. Once the sequence of maneuvers is complete (see Training: Practice Maneuvers for a complete list of the maneuvers), it will repeat automatically until you exit the demo. Take advantage of the training

demo; it gives you a leg up when you fly the maneuvers yourself in Training: Practice Maneuvers. To exit and return to the Mission Selection screen, press Shift-Escape.

-11-

=====

-Training: Practice Maneuvers-

In this scenario, the maneuvers are the same as in Training: Demo of Maneuvers, and you perform them in the same order. Once you select this scenario, you begin lined up on the runway, behind the instructor's plane. He'll wait for you to begin his take-off. Accelerate to 80% thrust; when you reach 200 knots, take to the air. Try to stay in sight of the instructor as he climbs into position for the first maneuver. Follow the instructor, and perform each maneuver in sequence as he does. If you lose the instructor once he starts to perform his maneuvers, you can reposition yourself behind his aircraft by pressing RETURN (once you're repositioned, make sure you stay within range of the instructor without overtaking him).

Use your experience in Training: Demo of Maneuvers, and follow the instructor as he loops or rolls, breaks or flies inverted. If a particular maneuver is too difficult, you can always trigger the next maneuver automatically. Make sure you're lined up in sight of the lead plane, then press the joystick button when the instruction to trigger appears at the bottom of the cockpit panel. The instructor executes the maneuver, and you try to keep up. To skip a maneuver, press RETURN; to leave a smoke trail behind the instructor's plane, press S. Just as in Training: Demo of Maneuvers, the maneuvers repeat automatically until you exit. Press Shift-Escape to return to Mission Selection.

What follows are detailed descriptions of the 7 maneuvers you practice in Training:

-The Aileron Roll: To perform an aileron roll, push the stick to one side. The plane rolls around, and its nose describes a circle on the horizon. In combat, use rolls to position yourself to "lift" through climbs, dives, and turns.

-The Break Turn: Use the Break Turn when the attacker is first seen approaching when you're in the enemy's "cone of vulnerability". To execute, break hard IN THE DIRECTION OF THE ATTACK, fly with your wing pointed at the ground, then right yourself. You want to generate "angle-off" and ruin the aggressor's angle, making him overshoot.

-The Inside Loop: In an inside loop, you pull up quickly and go all the way over. Your head faces the center of the loop, while you pull positive g's.

It's a bit like an aerial backward somersault,. Perform an inside loop to trade positions with an opponent who's near.

-Split-S: In the Split-S maneuver, the defender rolls inverted and then dives away vertically, pulling out in the opposite direction. from his opponent. The idea is to force the attacker to overshoot, positioning yourself for a reversal, while destroying the opponent's angle of attack.

-12-

=====

-Vertical Half-Loop: In this maneuver, you pull back on the stick, get to the top of the loop, then fly horizontally in inverted flight. Now roll your plane upright. Also known as an Immelman, the half-loop allows you to gain altitude and reverse directions.

-Barrel Roll: In the Barrel Roll, the defender first breaks, then rolls in the opposite direction to the break. The barrel roll involves loss of much speed; it works best when the attacker is in a high angle-off, high overtake situation. If you execute this maneuver properly, the opponent should overfly you.

-Inverted Flight: Inverted Flight is a basic part of several aerial maneuvers; to accomplish it, pull the stick back until you're upside-down, maintain your direction, then fly inverted. Try to maintain level flight.

-Qualification-

When you've completed your training and orientation, choose Qualification at the Mission Selection screen. You quickly hear the roar of the F/A-18's powerful engines, and look out from the Hornet's cockpit to the Enterprise's deck and the ocean beyond. Read the onscreen instructions for qualification.

In Qualification, you must take off successfully from the carrier's deck, fly around, then return to land safely on the carrier deck. You should be prepared for potential opponents in the Pacific skies; your enemies are indifferent to your mission, and will harass you with impunity. Deal with bogeys if they appear, then find your way back to the carrier. Get a bearing on the ship, reduce your speed to 175 knots, drop your altitude, and bear down on the flight deck. Head in toward the side where the hooks are closest to your aircraft. Put on your brakes, lower your landing gear, then hit the wires to come to a full halt.

Once you pass Qualification, you are eligible for active duty (a message appears onscreen confirming your advancement to active combat status).

Escape repositions you on the carrier deck; Shift-Escape sends you back to Mission Selection.

-Next Active Advanced Mission-

When you select Next Active Advanced Mission, you take on the challenge of several combat missions against the intruders. Each mission has a specific task for you to execute (see descriptions of the 4 missions below). To succeed in Next Active Advanced Mission, you must be versed in all phases of combat -- flying the aircraft, detecting the enemy while avoiding detection through electronic and visual measures, closing in for the attack, selecting and readying your weapons systems, attempting kills, and then maneuvering to disengage from combat.

Note: The warning lights in the upper-right corner of the cockpit panel flash these different colors when the following situations arise:

1. A friendly plane in the area is GREEN.
2. An enemy in the area is RED.
3. A stall warning is RED.
4. An RH missile fired at you is WHITE.
5. An IR missile fired at you is WHITE.

In addition, an explanatory message appears at the bottom of the control panel for each "event".

-Visual Confirmation-

In this first combat mission, you take off from San Francisco International in an F-16 Falcon or and F/A-18 Hornet. Your assignment is to find and identify an aircraft (it's somewhere out there!), then return to SFO unscathed. The aircraft which you must identify may be either a friend or a foe. In Visual Confirmation, you face some danger of attack,. All your weapons systems are operational, so arm your weapons if you spot a bogey. Shoot only if fired at. If you can avoid a melee, you're better off. An onscreen message lets you know when you've completed your assignment. Head for home, and put your aircraft down in one piece.

-Emergency Defense Operation-

When you complete Visual Confirmation, you're ready to fly Emergency Defense Operation. You fly an F/A-18 Hornet from the deck of the carrier anchored off the coast of San Francisco. Your mission is clear and compelling -- "We have hostile aircraft in your sector. Air Force One is currently on course to SFO." That means the Commander-in-Chief is unaware of the attempt to assassinate him and fatally compromise U.S. security. In this protective situation, you must intercept and occupy the aggressor planes, allowing the Air Force One pilot time to land safely at SFO (an onscreen message informs you when the President's plane is down). Scramble to the scene of the attack, deflect or destroy the enemy, and return to the carrier to land. Emergency Defense Operation is a combat pilot's challenge of the highest magnitude -- including the ability to gain attack position, outmaneuver your opponent, and outgun him if necessary.

-Intercept Stolen Aircraft-

Two F-16 Falcons from the U.S. Air Force have defected to the enemy side, aided in their escape by a couple of unidentified escorts. Your assignment is to take off from the carrier, find the would-be defectors and their co-conspirators, and deal with the enemy planes in the most convincing manner possible. Fly in front of the would-be Benedict Arnolds to inform them that the game is up. If they agree to return home, escort them there; if they disobey your signal to surrender, prevent their getaway at all costs.

-14-

=====

-Search and Rescue Operation-

In Search and rescue Operation you try to find and rescue a downed friendly pilot. Take off from the carrier Enterprise, and find the lost pilot, using radar and your pilot's keen eyes. Again, enemy aircraft seek to prevent the execution of your mission. After you locate the downed flier, you should deploy the rescue pod within his range. A message informs you if the drop was successful. Once the downed pilot is safe, your job is done -- return to

the carrier and safety.

-Selectable Missions-

Choose Selectable Missions after flying Next Advanced Mission. You'll be able to select any of the missions that you completed in Next Active Advanced Mission, plus one more. Each time you complete a mission in Selectable Missions, you are given a new scenario to select from the Selectable Missions screen. As you take to the air in each mission, all of your instrumentation and weapons are operational; your aircraft is standing by, so strap on your G-suit and climb aboard. Fly Selectable Missions to practice the combat scenarios before returning to combat on active status.

Note: There are other selectable missions, which we won't describe here. Once you have successfully completed an active mission, you may repeat it. The second time around, though, you may have to contend with a tougher array of opposing pilots.

-Your Current Flight Log-

Your Current Flight Log lets you view your progress when you enroll in a Tour of Duty (you must write-enable your disk before enrolling). Select Your Current Flight Log from the Mission Selection screen; you view a summary that includes the following:

1. Total mission started.
2. Missions successfully completed.
3. Amount of weapons fired and hits achieved.
4. Accumulated flight time.
5. Total number of crashes - doesn't include ejections.
6. Hits suffered from enemy missiles.

After each mission that you complete, your flight log is updated. To save the update onto your disk, press "1". Any missions you've completed count toward your credit; for example, if you've completed the first two Selectable Missions, you can begin the third whenever you like. As you fly more missions, you will continue to update the flight log, keeping track of your progress throughout play.

-15-

=====

If you wish to reset the Flight Log and keep statistics from scratch, press Shift-2. This erases the current log and sets statistics at 0. When you reset the Flight Log, you erase credit for any missions completed. Remember to enter a new callsign.

Note: You'll need to re-qualify to fly missions.

To exit from the Flight Log back to Mission Selection, press Escape.

--Tips from a Combat Veteran--

Learning the workings of today's modern fighters is a key element of the pilot's art. He needs to know where all the controls are by touch, but more

than that, he needs to approach his aircraft as the wonder of aerospace technology that it is. Your F/A-18 Interceptor and F-16 Falcon aircraft are the best that the Navy and the Air Force can put in the air. They are the results of thousands of hours of design and engineering, and are kept in tip-top shape by careful ground crew maintenance. In your hands, the F-16 and the F/A-18 turn into precise instruments, and the trained pilot emerges as a surgeon of the sky.

The art of combat flying is a combination of skills. Experience is any pilots best teacher -- there's no substitute for long hours spent perfecting basic flight maneuvers., the principles of attack, and successful disengagement. The qualities that a top gun must have are courage, determination, acceptance of danger, and a measured faith in his aability to get the job done without fanfare. A flashy show-off is guaranteed omne of two outcomes -- a quick trip to the beyond, or lots of practice separating himself from the lines of his flight chute after a dizzying fall to earth.

A solid pilot builds flight skills in stages, taking on the right challenges at the right time -- taking it smart, not easy. That means graduated training, moving from Free Flight to Training, on to Qualification, then Selectable Missions, and finally, Next Active Advanced Mission. He applies basic principles like achieving surprise, detection, gaining a superior attack position, closing, and using weapons in an attack. A smart pilot builds a good variety of maneuvers into his repertoire, practicing each until it is second nature. Careful preparation helps instill a calm, winning attitude in the most heated of aerial encounters.

Welcome to the combat pilots' fraternity!

-16-

=====

Appendix A -- Aircraft Specifications

The General Dynamics F-16 Fighting Falcon is a state-of-the-art, lightweight multi-role combat fighter with an advanced ground attack capability. The F-16 is a single-seat aircraft with a single vertical tail, mid-mounted tailerons and wings, leading-edge flaps, and trailing-edge flaperons.

Engine: The F-16 has a single Pratt and Whitney F100-PW-100 engine with 23,830 lbs. of thrust.

Dimensions: The aircraft has a wingspan of 31 feet and a length of 47 feet.

Weight: 16,794 lbs. when empty, and 37,500 lbs. at maximum take-off weight.

Navigation: The F-16's primary navigation system is a Singer-Kearfott SKN-2400 INS with a Standard ALQ-131 ECM Pod

Radar: Its radar capability includes an I/J-band pulse-doppler set,, with range scales of 2, 10 or 40 miles. The Falcon's downlook capability allows detection of fighter targets over 30 miles -- including tree top targets.

Ordnance: The F-16 can carry a weapon load of up to 20,450 lbs. With 2 short range Sidewinder heat-seeking missiles boasting an 11 mile range, 4 medium range AMRAAM missiles with a 30 mile range, and an internally-mounted GE M61 A-1 gun capable of firing 500 rounds of

armor-piercing projectiles at a maximum range of 500 meters, the F-16 is a sleek and deadly weapon of defense.

Speed: The Falcon can attain a maximum velocity of about 1350 mph (Mach 2.05) at 40,000 feet; at sea level, the F-16 reaches a speed of around 915 mph (Mach 1.2).

Combat Radius: The Falcon's tactical combat radius with maximum internal fuel is 340 miles.

Ferry Range: The fighter's ferry range is 2415 miles.

The combat pilot is assured a quiet ride and an exceptional all-around cockpit view when he takes the Falcon out for a ride. Control inputs are force-sensing sidestick controller and pedal, both positioned for maximum effectiveness. The speed and range of the F-16 Falcon guarantees top performance in several areas of combat.

-18-

=====

The carrier-based McDonnell Douglas/Northrop F/A-18 Hornet is a U.S. Navy workhorse, performing both fighter and attack functions. Designed as a replacement for the timeless F-4 Phantom II and the versatile A7 Corsair, the F/A-18 has filled a critical strategic need in the Navy's combat arsenal.

Engine: The Hornet is driven by two GE F404-6E 400 engines, each of which generates 16000 lbs of thrust.

Dimensions: It spans 37 1/2 feet, without missiles, and over 40 feet with missiles.

Weight: The F/A-18 weighs 23050 lbs empty, and 36710 lbs when loaded for a fighter mission.

Radar: Search and define, lock-on and multiple-pass capabilities.

Ordnance: There are 9 external weapon stations on the aircraft, plus 4 medium range AMRAAM missiles, 2 short range Sidewinder missiles, and a GE M61 cannon (20mm) that fires up to 570 rounds.

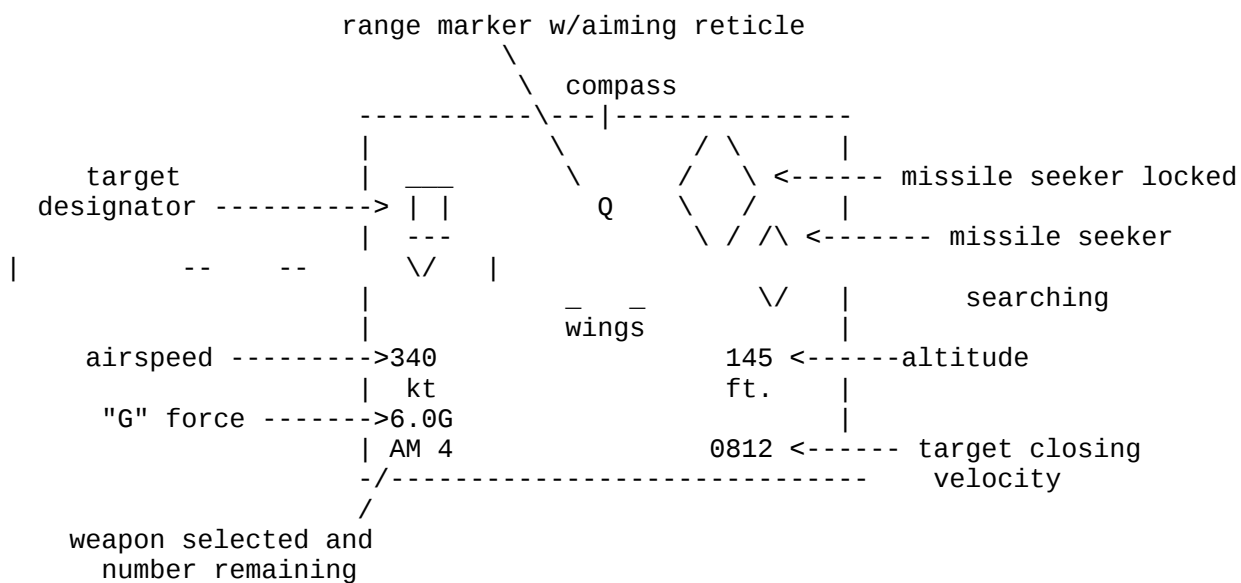
Speed: The F/A-18 can reach a maximum speed (clean) of 1190 mph, or Mach 1.8, and will sustain a combat maneuver ceiling of over 40000 feet.

Combat Radius: The Hornet's air-to-air combat radius (with no external fuel) extends to 461 miles.

-19-

=====

F/A-18 HUD Display



F-16 HUD Display

(same as F/A-18 except as shown below)

